

### **AMENDMENTS TO THE CLAIMS**

1. (Currently Amended) A method for assembling a structure for transmitting the power of an engine comprising the steps of:

assembling a crankshaft, an intermediate shaft, [[and]] a main input shaft, and an output shaft between a left case and a right case so that they support both cases;

mounting a primary gear and a primary damper on the crankshaft;

mounting an intermediate shaft driven gear and an intermediate shaft driving gear on a portion of the intermediate shaft projecting outside of one of the two cases;

mounting a clutch on the main input shaft; and

engaging the intermediate shaft driven gear with the primary gear of the crankshaft, and the intermediate shaft driving gear with a primary driven gear of the clutch,

further comprising the step of mounting at least one balancer weight on a portion of the intermediate shaft projecting outside of the other of the two cases.

2. (Original) The method for assembling a structure for transmitting the power of an engine according to claim 1, comprising the steps of:

fitting and spline-coupling the intermediate shaft driven gear on the intermediate shaft;

fitting a sub-gear on a boss of the intermediate shaft driven gear with a coil spring disposed on the side opposed to the sub-gear to support the coil spring between the intermediate shaft driven gear and the sub-gear;

fitting and spline-coupling the intermediate shaft driving gear on the intermediate shaft;

fitting a sub-gear on a boss of the intermediate shaft driving gear, and sandwiching a coil spring between the intermediate shaft driving gear and the sub-gear.

3. (Previously Presented) The method for assembling a structure for transmitting the power of an engine according to claim 1, further comprising the step of mounting the balancer weight at a farthest end portion of the intermediate shaft, and away from a center of a crank web.

4 (Previously Presented) The method for assembling a structure for transmitting the power of an engine according to claim 1, further comprising the steps of mounting each of the damper, the intermediate shaft driven gear, and the intermediate shaft driving gear outside of the same one of the right case or the left case.

5. (Previously Presented) The method for assembling a structure for transmitting the power of an engine according to claim 1, further comprising the steps of mounting each of the damper and the intermediate shaft driving gear outside of the same one of the right case or the left case.

6. (Currently Amended) The method for assembling a structure for transmitting the power of an engine according to claim 1, further comprising the steps of mounting each of the

damper and the primary driven gear of the clutch outside of the same one of the right case or the left case.

7. (Previously Presented) The method for assembling a structure for transmitting the power of an engine according to claim 1, wherein the damper is a torque damper.

8. (Currently Amended) A method for assembling a structure for transmitting the power of an engine comprising the steps of:

assembling a crankshaft, an intermediate shaft, [[and]] a main input shaft, and an output shaft between a left case and a right case so that they support both cases;

mounting a primary gear and a primary damper on the crankshaft;

mounting an intermediate shaft driven gear and an intermediate shaft driving gear together on a first end the intermediate shaft;

mounting a clutch on the main input shaft; and

engaging the intermediate shaft driven gear with the primary gear of the crankshaft, and the intermediate shaft driving gear with a primary driven gear of the clutch,

further comprising the steps of mounting each of the damper and the primary driven gear of the clutch outside of the same one of the right case or the left case.

9. (Previously Presented) The method for assembling a structure for transmitting the power of an engine according to claim 8, comprising the steps of:

fitting and spline-coupling the intermediate shaft driven gear on the intermediate shaft;

fitting a sub-gear on a boss of the intermediate shaft driven gear with a coil spring disposed on the side opposed to the sub-gear to support the coil spring between the intermediate shaft driven gear and the sub-gear;

fitting and spline-coupling the intermediate shaft driving gear on the intermediate shaft;

fitting a sub-gear on a boss of the intermediate shaft driving gear, and sandwiching a coil spring between the intermediate shaft driving gear and the sub-gear.

10. (Previously Presented) The method for assembling a structure for transmitting the power of an engine according to claim 8, further comprising the steps of:

mounting the intermediate shaft driven gear and the intermediate shaft driving gear together on the first end of the intermediate shaft projecting outside of one of the two cases; and

mounting at least one balancer weight on a second end of the intermediate shaft projecting outside the other of the two cases.

11. (Previously Presented) The method for assembling a structure for transmitting the power of an engine according to claim 8, further comprising the steps of mounting each of the damper, the intermediate shaft driven gear, and the intermediate shaft driving gear outside of the same one of the right case or the left case.

12. (Previously Presented) The method for assembling a structure for transmitting the power of an engine according to claim 8, further comprising the steps of mounting each of the

damper and the intermediate shaft driving gear outside of the same one of the right case or the left case.

13. (Cancelled)

14. (Previously Presented) The method for assembling a structure for transmitting the power of an engine according to claim 8, wherein the damper is a torque damper.

15. (New) A method for assembling a structure for transmitting the power of an engine comprising the steps of:

assembling a crankshaft, an intermediate shaft, a main input shaft, and an output shaft between a left case and a right case so that they support both cases;

mounting a primary gear and a primary damper on the crankshaft;

mounting an intermediate shaft driven gear and an intermediate shaft driving gear together on a first end the intermediate shaft;

mounting a clutch on the main input shaft; and

engaging the intermediate shaft driven gear with the primary gear of the crankshaft, and the intermediate shaft driving gear with a primary driven gear of the clutch, further comprising the step of mounting each of the damper and the intermediate shaft driving gear outside of the same one of the right case or the left case.